

Today's
Advertisements.

MOTHEN MARK LODGE, No. 264.

AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 9th instant, at 8.30 for a 9 o'clock precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 9th April, 1895. [427]

INSURANCE HOLIDAYS.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on FRIDAY, the 12th instant (Good Friday), and on MONDAY, the 15th instant (Easter Monday):—
JARDINE, MATHESON & CO.,
General Agents.
CANTON INSURANCE OFFICE, LD.
General Managers.
HONG KONG FIRE INSURANCE CO., LD.
DOUGLAS JONES,
Acting Secretary.
UNION INSURANCE SOCIETY OF
CANTON, LD.
W. H. PENCIVAL,
Agent.
NORTH CHINA INSURANCE CO., LD.
W. H. RAY,
Secretary.
CHINA TRADERS' INSURANCE CO., LD.
SHEWAN & CO.,
Agents.
YANKEE INSURANCE ASSOCIATION, LD.
JAMES H. DOUGHERTY,
Secretary.
CHINA FIRE INSURANCE CO., LD.
WM. MACLEAN,
Manager.
THE STRAITS INSURANCE CO., LD.
Hongkong, 9th April, 1895. [428]

PUBLIC AUCTION.

THE Undermentioned have been instructed by the SENIOR ORDNANCE STORE OFFICER, CHINA, to sell by
PUBLIC AUCTION,
TO-MORROW
(WEDNESDAY), the 10th April, 1895,
AT 11 A.M.
AT PERMANENT ORDNANCE STORES,
Queen's Road East,
THE FOLLOWING
GOVERNMENT STORES, &c.
1. 1000 LBS. 2. TRENCH CASKS, 4
MINER'S WAGON, 1 CABIN STOVE, 5000
LBS. HOPS, 1000 LBS. BLANKETS, 1000
COPIES, 1000 LBS. TUNIC, 1000
TENT DUCK, 1000 LBS. COTTON, and
WOOLLEN YARN, CANVAS, CAST AND
WROUGHT IRON, STEEL, TIN, OLD FILES,
CASKS, PACKING CASES, JARS, IRON
DRUMS, COPPER LININGS, WATER-
PROOF BAGS, TOOLS, TIMBER, LEA-
THER, &c., &c.
[429]

PUBLIC AUCTION.

THE Undermentioned has received instructions to sell by
PUBLIC AUCTION,
ON
SATURDAY, the 13th April, 1895,
commencing at 2.0 P.M.
at the SALE ROOMS, DUNDRELL STREET,
(For Special Accounts),
A QUANTITY OF
HOUSEHOLD FURNITURE,
Comprising:—
DRAWING-ROOM SUITE IN SILK
TAPESTRY AND PUSL, LADY'S FANCY
CHAIR, MARBLE-TOP AND FANCY
TABLES, WRITING TABLES, BRASS,
PICTURES, ORNAMENTS, CARPETS,
RUGS, CURTAINS, FENDERS AND IRONS,
ONE FINE TEAK SIDEBOARD with
BUEVELL GLASS, DINING TABLE and
CHAIRS, DINNER WAGGONS, DINNER
AND DESSERT SERVICES, ELECTRO-
PLATE and GLASS WARE CUTLERY,
FANCY REQUISITES, SINGLE and
DOUBLE IRON and BRASS BEDSTEADS,
&c., MARBLE-TOP WASHSTANDS and
SETS, DRESSING TABLES, SINGLE and
DOUBLE WARDROBES with PLATE GLASS
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FURNITURE, BATH-ROOM REQUISITES,
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[437]

Today's
Advertisements.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS,
No. 51.

NAVIGATION OF THE CANTON RIVER.

FROM motives of defence, the Provincial Authorities have DECIDED to INTER-DICT, for the present, the NAVIGATION of the CANTON RIVER at NIGHT.

J. H. MAY,
Harbour Master.
Approved,
E. FARAGO,
Commissioner of Customs.
Custom House,
Canton, 8th April, 1895. [436]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"NAMO,"
Captain Roach, will be despatched for the above Ports on THURSDAY, the 11th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS, LAPEL & Co.,
General Managers.
Hongkong, 9th April, 1895. [435]

OCEAN STEAMSHIP COMPANY,
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"TITAN,"
Captain J. S. Thompson, will be despatched as above on THURSDAY, the 11th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th April, 1895. [436]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR TIENTSIN.

"KWEIYANG,"
Captain Dawson, will be despatched on TUESDAY, the 16th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th April, 1895. [437]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"LIGHTNING"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 11th instant, will be landed at Consignees' risk and expense, into the Godowns of the Wanchai Warehouse and Storage Company, Limited, Wanchai.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 9th April, 1895. [438]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
NOTICE TO CONSIGNEES.
FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

THE Company's Chartered Steamship
"POLYPHEMUS,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Claims must be sent in to the Office of the Undersigned before Noon on the 15th instant, or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on 15th instant, at 10 o'clock P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th instant, will be subject to rent.
Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 9th instant.
The Steamer, having been ashore at Gap Rock, Consignees are requested to send in their Bills of Lading at once in order that signatures to the GENERAL AVERAGE BOND may be obtained.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 9th April, 1895. [439]

Intimations.

DAKIN, CRICKSHANK &
COMPANY, LIMITED.
VICTORIA DISPENSARY.

COLDS IN THE HEAD, &c.
BURROUGHS WELLCOME & Co.'s
PINOL EUCALYPTIA INHALERS.

ONE of the best remedies extant for Nasal Catarrh and all disorders of the Nasal Passages and Nasopharyngeal membranes.

Price
.....\$1.25.

EUCALYPTUS OIL.
A STANDARD REMEDY FOR COLDS.
Sprinkled on the handkerchief and over the breast of the night clothing it gives almost instant relief.

Bottles\$1.00 and 50 Cents.

DAKIN, CRICKSHANK & Co., Ltd.,
VICTORIA DISPENSARY.
Hongkong, 19th January, 1895. [37]

Intimations.

A. S. WATSON & CO.,
LIMITED.
ESTABLISHED A.D. 1847.

WINES AND SPIRITS.

ALL these are Selected by our London House, bought direct at first hand, imported in Wood and Bottled by ourselves, thus saving all intermediate profits and enabling us to supply the best wines at moderate prices.

PRICE LIST, WITH FULL DETAILS, TO BE HAD ON APPLICATION.

PORT—After removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY—Excellent dinner and after dinner Wines, of very superior vintage. All are true Xeres Wines.

CLARET—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

HISKY—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked "E" is universally popular and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong Market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 9th January, 1895. [6]

BIRTHS.
At No. 13, Sans Souci Terrace, Shanghai, on the 30th of March, 1895, the wife of H. KING HILLMAN, of a son.

At 25, The Bund, Shanghai, on the 3rd of April, 1895, the wife of C. S. ADAMS, of a son.

MARRIAGES.
On the 10th of December, 1894, at St. Mary's Church, Whitehead, Assa, Canada, by the Rev. James Williams, WILLIAM HENRY, second son of Joseph Turner, Maycroft Farm, W. Stockport, England, to LOUISE MARY, daughter of the late J. S. Hudson, Ningpo, China.

At the Cathedral, Shanghai, on the 30th of March, 1895, by the Rev. H. C. Hodges, M.A., CHARLES, son of John Erskine, Esq., of New Canaan, N.Y., to ISABELLA, daughter of William James Foster, Esq., of Tynemouth, England.

DEATH.
At Hanyang, Hankow, on the 27th March, ANNIE THERRA, the dearly beloved daughter of Robert and Mary White. Aged one year and six months.

THE HONGKONG TELEGRAPH
HONGKONG, TUESDAY, APRIL 9, 1895.

ARE WE SAFE?
The Home Government propose to spend a very considerable sum of money in improving the naval establishments in Hongkong and the construction of docks is spoken of as one of the proposals.

Well and good so far, but where are those docks to be constructed so that they shall be out of range of an enemy's guns in time of war? How can they be reasonably expected to be constructed and destruction by an enterprising enemy, and how are they to be defended? The whole range of hills on the mainland on the northern side of the harbour is Chinese territory. The water ways leading to it are half Chinese and the half Chinese line and in case of war, let us say by way of illustration, with Japan, would be neutral waters, and Japanese men-of-war might sail in under the guns of the Ly-ee-mun forts and "fetch up" where we have repeatedly seen the Chinese fleet at anchor, opposite Chinese Kowloon, and within a couple of miles of Hungnam Docks and within gun-shot of every part of the harbour and yet be all the time in Chinese waters and theoretically at least, entitled to lie there unmolested.

Of course, in case of war their passage through the Ly-ee-mun would be resisted, and the channel closed by an effective torpedo defence and mines, but we could not do that without violating the neutrality of China and either rendering her hostile or authorizing our enemy to violate that neutrality also, to her serious disadvantage. The Ly-ee-mun Pass is not half a mile wide. The Ly-ee-mun Batteries might be successfully attacked and silenced from the hills on the Chinese side, which command the batteries, and which are easily accessible from the sea. The hills on the Chinese side of the Ly-ee-mun Pass are not half a mile wide. The Ly-ee-mun Batteries might be successfully attacked and silenced from the hills on the Chinese side, which command the batteries, and which are easily accessible from the sea.

THE CAMPAIGN IN MANCHURIA.
YOKOHAMA, April 6th.

Manchu Notes reports from Hainan, under date of 3rd, 11 p.m., that on the morning of the 1st an advanced outpost sent a Chinese messenger to the Chinese front carrying news of the armistice and asking that arrangements be made for a meeting. An answer was requested. On the 2nd a messenger of truce with a trumpeter was again sent to notify the enemy of the armistice, and the messengers should have returned within twenty-four hours. By noon on the 3rd none of the messengers had returned to the Japanese lines. Staff Colonel Aoki, fearing foul play on account of the delay in the return of the men, started himself with a soldier bearing a white flag and a trumpeter, from Ansanien, proceeding towards Liaoyang. A small Chinese out-post seeing the true party approach commenced firing, and Colonel Aoki stopped and signalled. The Chinese advanced till within about 300 metres of the Japanese party and then renewed their firing, wounding the flag bearer. Colonel Aoki was therefore obliged to return. General Nodda says that further trouble will arise with the Chinese soldiers and asks the Navy to inform the Government at Peking of the terms of the armistice.

LOCAL AND GENERAL.
THE Russian gunboat Wolf arrived here this morning from Chiao.

THE Russian cruiser Vladimir Monomach left for the North this morning.

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sence of the enemy could be notified in town and men sent out to oppose a landing. As far as modern artillery is concerned how many spots are there in Hongkong waters which are out of range of hostile fire from commanding positions on Chinese territory—hostile territory in the event of war with China, neutral territory if we were at loggerheads with any other Power, but neutral territory which no enemy would under existing circumstances hesitate to violate and utilize against us? China is unable and will be, for many years to come, unable to cause her neutrality to be respected.

In the event of war between any great naval power and ourselves—say with France, Russia, Germany, the United States or Japan—and any active operations being threatened against Hongkong, the occupation of Lamma Island to the south and of the opposite mainland to the north, or of certain points on it, would be absolutely indispensable for the successful defence of the city and harbour; for its safety as a place to which our fleet could come to dock, refit and provision; and if this is so would it not be as well, before large sums of money are spent in making docks and increasing the naval establishments to meet the uncertain contingencies of war, to consider carefully whether Hongkong, with its present boundaries, would, in time of war, be a secure place for ships to dock and repair, and if not, whether it would not be as well—while we may and cannot take or obtain possession of such more extended boundaries as would ensure us against all risk and of which we would most certainly take possession in case of war on the plea of absolutely necessary self-defence.

Hongkong is not even reasonably safe from attack while Lamma, to the south, is in Chinese hands. Victoria Harbour is not a safe harbour while the hills opposite the Ly-ee-mun and at the back of Stonecutters' Island are open to and at the mercy of an enterprising enemy at no greater risk than that of violating Chinese neutrality, and while an enemy's squadron might, till war was actually declared or warlike operations had actually commenced, lie at anchor in neutral waters within easy gun-shot of our arsenal and magazines.

For many reasons, the time has come either for us to think seriously of extending our boundaries a little more widely, or make up our minds to forfeit our claim to the title of the "Malta and Gibraltar of the East."

THE CHITRAL RELIEF EXPEDITION.
LONDON, April 6th.

The expedition having succeeded in bridging the river Swat under a heavy fire, the Bengal Lancers dashed across and dispersed the tribesmen, pursuing them for nine miles.

GREAT BRITAIN AND RUSSIA IN ASIA.
The Times states that a joint commission, accompanied by a small escort, has been despatched upon to demarcate precisely the Anglo-Russian frontier, under an agreement with Russia.

MADAGASCAR.
Colonel Sherrington has quitted the Hova service in consequence of disputes with Malagasy officers.

(Special to Shanghai Mercury.)
THE ARMISTICE.
(From Mr. Foster to the U. S. Consul, Shanghai.)

SHIMONOSEKI, March 30th.
A Convention providing for an armistice, signed by plenipotentiaries to-day, is to go into force immediately and will expire on April the 30th at noon, but if in the meantime peace negotiations are broken off the armistice is to terminate at the same time.

The armistice applies to the provinces of Fokien, (Shanghai) Chihli and Shantung, but the right of search and seizure of contraband of war is to be maintained. The victory is steadily improving, and is able to transact business.

ADMIRAL ITO'S REPORT OF THE CAPTURE OF THE PESCADORES.
YOKOHAMA, April 4th.

A despatch from the Pescadores states that the flagship Matsushima on the 29th ult., completely surrounded the mouth of the bay, and no torpedoes were found. The transports anchored in Matsung harbour and landed troops and stores. There were originally 5,000 of the enemy, but many have deserted. The Japanese are retaining only the Chinese officers as prisoners who are sending to Japan. The Chinese soldiers have been liberated and sent to the mainland in junk. The large guns in the forts have been found to be slightly damaged and these are now being repaired. The inhabitants are quite peaceable and already business is proceeding as usual. The inhabitants appear to be easy to govern.

THE CAMPAIGN IN MANCHURIA.
YOKOHAMA, April 6th.

Manchu Notes reports from Hainan, under date of 3rd, 11 p.m., that on the morning of the 1st an advanced outpost sent a Chinese messenger to the Chinese front carrying news of the armistice and asking that arrangements be made for a meeting. An answer was requested. On the 2nd a messenger of truce with a trumpeter was again sent to notify the enemy of the armistice, and the messengers should have returned within twenty-four hours. By noon on the 3rd none of the messengers had returned to the Japanese lines. Staff Colonel Aoki, fearing foul play on account of the delay in the return of the men, started himself with a soldier bearing a white flag and a trumpeter, from Ansanien, proceeding towards Liaoyang. A small Chinese out-post seeing the true party approach commenced firing, and Colonel Aoki stopped and signalled. The Chinese advanced till within about 300 metres of the Japanese party and then renewed their firing, wounding the flag bearer. Colonel Aoki was therefore obliged to return. General Nodda says that further trouble will arise with the Chinese soldiers and asks the Navy to inform the Government at Peking of the terms of the armistice.

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BROADWOOD PIANOS at W. Robinson & Co.

THE Rifle Association's annual competition commences on Good Friday. Vide advt.

THE Portuguese gunboat Dina will shortly weigh anchor at Macao and proceed to Loreto Marques.

THE British cruiser Gibraltar left for England yesterday with a large number of time expired men from the China Station.

DURING the voyage of the Lightning, which arrived here from Singapore to-day, a Chinaman died on board and was buried at sea.

COLLARD & COLLARD PIANOS at W. Robinson & Co.

THE British ship Queen Adelaide, which arrived here this morning from Cardiff, brought out a cargo of coals consigned to the British naval authorities.

MESSES KELLY & WALSH have just issued a new and elegantly got up work by Mrs. Archibald Little, entitled "My Diary in a Chinese Farm."

A CRICKET MATCH will be played to-morrow afternoon at Happy Valley between teams representing the Warrant Officers, Staff Sergeants and Sergeants of the Royal Engineers and Royal Artillery.

THE Sultan of Johore, with Dato Abdul Rahman, Haji M. Kassim, Capt. de Vere Creighton, and Dr. J. Galloway, are booked to leave Singapore for England by the P. & O. steamer Pekin on the 17th inst.

We hear that the difficulties experienced in effecting arrangements between owners of steamers running on the Canton River with a view to forming a "pool" have been overcome and that the terms of agreement were definitely settled to-day.

W. ROBINSON & Co., piano builders, tuners and repairers.

Mails.

Mails.

**CANADIAN PACIFIC RAILWAY COMPANY'S
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THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
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(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R.,...WEDNESDAY, 10th April.
EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R.,...WEDNESDAY, 1st May.
EMPERESS OF JAPAN...Comdr. G. A. Lee, R.N.R.,...WEDNESDAY, 22nd May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 10 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, *return*.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Padder's Street. [3]

Hongkong, 20th March, 1895.

U. S. MAIL LINE.	OCCIDENTAL & ORIEN-
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<p>PACIFIC MAIL STEAMSHIP COMPANY.</p> <p>VIA INLAND SEA OF JAPAN AND HONOLULU.</p> <p>PROPOSED SAILINGS FROM HONGKONG.</p> <p><i>City of Peking</i> (via Nagasaki, Kobe, Inland Sea and Yokohama) Wednesday, 17th April, at Noon.</p> <p><i>China</i> (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 30th April, at Noon.</p>	<p>TAL STEAMSHIP COMPANY.</p> <p>TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.</p>
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PERA (via Nagasaki, Kobe, Inland Sea and Yokohama)..... } Saturday, 18th May, at Noon.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gauche (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... } Wednesday, 10th April, at Daylight.

Belle (via Nagasaki, Kobe, Inland Sea and Yokohama)..... } Thursday, 9th May, at Noon.

Coptic (via Nagasaki, Kobe, Inland Sea,

LAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL-

Yokohama & Honolulu) at Noon.

THE Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on WEDNESDAY, the 10th April, at Daylight. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu.

Passengers holding Orders for OVERLAND CITIES in the United States for sale, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to

Diplomatic, and Civil Service, to European
 Officers is service of China and Japan, and to
 Government officials and their families.
 Through Bills of Lading issued for trans-
 portation to Yokohama, Kobe, and Osaka,
 to San Francisco, Atlantic and Inland Cities
 of the United States, via Overland Railways,
 to Havana, Trinidad, and Demerara, and to ports
 in Mexico, Central and South America, by the
 Company's and connecting Steamers.
 Freight will be received on Goods until 4 P.M.
 the day previous to sailing. Parcel Packages will
 be received at the Office until 7 A.M. same day;
 all Parcel Packages should be marked to ad-
 dress in full; value of same is required.

Consular invoices to accompany Cargo despatched to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 9th March, 1895.

mode to routes beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 8th April, 1895.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,

NOTICE.

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ALWAYS IN STOCK
AT
REASONABLE PRICES.
HONGKONG, 12th July, 1949.

Bank Buildings.
Hongkong, 6th March, 1949. 10

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